



**APPROVED
SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

Thursday, September 17, 2020

Meeting Held Electronically and Remotely

1. CALL TO ORDER

Chair Graham called the regular meeting of the Scottsdale Transportation Commission to order at 5:17 p.m. He reviewed some housekeeping items, including asking that everyone identify themselves when they speak. He thanked Commissioners and City staff for their time and participation.

2. ROLL CALL

PRESENT: Barry Graham, Chair
Pamela Iacovo, Vice Chair
Don Anderson
George Ertel
Michael Kuzel
B. Kent Lall
Mary Ann Miller

STAFF: Frances Cookson
Dave Meinhart, Senior Transportation Planner
Brian Hancock, Channel 11
Mark Melnychenko, Transportation & Streets Director
Ratna Korepella, Principal Transit Planner
Anne Harrison, Staff Representative

3. PUBLIC COMMENT

A comment received by Shamira Morgan was read into the record: "Please put a tight diamond intersection at the 101 and Frankl Lloyd Wright. I have seen so many out-of-state cars stop in the middle of the intersection, confused for the last decade. Additionally, I was rear-ended right by Discount Tire/Twin Peaks last year and the other person didn't have insurance. I haven't made that left turn, as I don't feel safe that other drivers know how to use this intersection."

Chair asked Mr. Melnychenko whether the tight diamond description is understood. Mr. Melnychenko confirmed that staff is in full understanding of what is being addressed and that this will relate closely to what is being presented at this meeting.

Commissioner stated that during the last meeting, there was a public comment regarding a trolley question and that Mr. Melnychenko had indicated he would provide a follow up. Mr. Melnychenko stated that during this meeting, there will be a brief update and hopefully the question that arose will be addressed in a section that discusses trolley service.

4. BACKGROUND RATIFICATION OF PRIOR ACTIONS FROM AUGUST 20TH TRANSPORTATION COMMISSION

A public meeting of the Transportation Commission was held on August 20th, 2020, the agenda was posted on the City website, a physical copy was not posted at City Hall. To ensure transparency and compliance with the City's posting policy and the state open meeting law the Commission will vote to ratify the legal actions that were taken at the August 20, 2020 public meeting.

Description of the actions to be ratified: The following motions were made and voted on at the August 20th meeting and the Commission will vote to ratify the actions taken.

- A. Ratify the Approval of Meeting Minutes
Regular Meeting of the Transportation Commission – June 18, 2020

COMMISSIONER LALL MOVED TO RATIFY APPROVAL OF THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON JUNE 18, 2020. COMMISSIONER ERTEL SECONDED THE MOTION, WHICH CARRIED 7-0 WITH CHAIR GRAHAM, VICE CHAIR IACOVO AND COMMISSIONERS ANDERSON, ERTEL, KUZEL, LALL AND MILLER VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

- B. Ratify the following Transportation Master Plan Amendments and the discussion and recommendation regarding Transportation Master Plan Street Modification.

1st Motion: Recommend approval to all proposed changes to the Master Plan as presented. Motion by Commissioner Lall; 2nd by Commissioner Kuzel. Commissioner Ertel amended the motion to Exclude No. 8 and Chair Graham seconded the amendment to recommend approval as presented to items 1 through 7 and 9; approved 7-0. Commissioner Lall agreed to the wording change.

COMMISSIONER ANDERSON MOVED TO RATIFY APPROVAL OF THE MOTION. COMMISSIONER MILLER SECONDED THE MOTION, WHICH CARRIED 7-0 WITH CHAIR GRAHAM, VICE CHAIR IACOVO AND COMMISSIONERS ANDERSON, ERTEL, KUZEL, LALL AND MILLER VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

2nd Motion: Recommend approval to adopt item 8, as presented; Motion by Commissioner Anderson; second by Commissioner Lall. Approved 4:3; Chair Graham, Vice Chair Iacovo, Commissioner Ertel dissenting. Commissioner Lall, Commissioner Anderson, Commissioner Kuzel, Commissioner Miller in support.

COMMISSIONER ANDERSON MOVED TO RATIFY APPROVAL OF THE MOTION. COMMISSIONER ERTEL SECONDED THE MOTION, WHICH CARRIED 7-0 WITH CHAIR

GRAHAM, VICE CHAIR IACOVO AND COMMISSIONERS ANDERSON, ERTEL, KUZEL, LALL AND MILLER VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

- C. Audio for the August 20, 2020 meeting is located on the City of Scottsdale website on the Transportation Commission page.
- D. The public may obtain detailed written information of the actions to be ratified at Civic Center Plaza located at 7447 E Indian School Rd. Suite 205, Scottsdale, AZ 85251 by appointment only. Please call 480-312-7839.
- E. A detailed written description of the actions to be ratified and all deliberations, consultations, and decisions of the Commission are attached to the Transportation Commission report dated Thursday, September 17, 2020

5. APPROVAL OF MINUTES

Regular Meeting of the Transportation Commission – August 20, 2020

Chair called for comments/changes. Commissioners provided grammatical corrections.

COMMISSIONER ANDERSON MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON AUGUST 20, 2020, AS AMENDED. COMMISSIONER ERTEL SECONDED THE MOTION, WHICH CARRIED 7-0 WITH CHAIR GRAHAM, VICE CHAIR IACOVO AND COMMISSIONERS ANDERSON, ERTEL, KUZEL, LALL AND MILLER VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

6. CONCEPTS FOR THE 101 INTERCHANGE DESIGN

Dave Meinhart, Transportation Planning Manager, discussed that the Arterial Lifecycle Program (ALCP) is funded through the end of 2025 with a half-percent regional sales tax collected throughout Maricopa County and overseen by the Maricopa Association of Governments. Cities are responsible for managing individual projects, being reimbursed up to 70 percent, based on funding available through the ALCP.

For the three improvements discussed at this meeting, the local match will be coming from the 2018 Question 1 vote, which approved a ten-year temporary 0.1 percent increase in sales tax specific to transportation. The three improvements have funding available for design in the current fiscal year. Locations include Frank Lloyd Wright, Raintree Drive and Shea Boulevard. Funding is available for widening of the Loop 101 Freeway between Shea Boulevard and Pima Princess Interchange, allowing for the leveraging of ADOT's abilities.

The three intersections are designed as single point urban interchanges (SPUI). Options include improving the single point configurations or converting the interchanges to tight diamond interchanges. With a SPUI, opposing left turns can be made at the same time, allowing a larger volume of vehicles to clear the interchange in one traffic cycle. SPUIs lose their benefit in the case of frontage roads (which require their own signal phase), which is the case on Frank Lloyd Wright and Raintree. Longer yellow and red phases are required to clear the intersection. Pedestrians and cyclists may face challenges, with more signal phases required to get through a SPUI.

Mr. Meinhart played a brief video from the traffic simulation modeling that was done by ADOT's consultants with Raintree intersection SPUI as its subject site. Diamond interchanges are the most common in the country for freeway to surface street interchanges. They typically have one more single phase than a SPUI when frontage roads are not present. On-street traffic can be coordinated better for signal progression. It is also possible to reduce the number of single phases needed to walk through the interchange. On-street cyclists, because of stop lights on either side of the freeway, do not have to necessarily clear the entire freeway zone from ramp to ramp in one signal phase.

A short video demonstrative clip of the Frank Lloyd Wright and 101 interchange was played. When considering improving an intersection, they look at intersection level of service (LOS). The LOS provides an understanding of the average delay of all vehicles entering the intersection during the day. It also provides a representation of the driver's ease for maneuvering, changing lanes and maintaining speed. In the Transportation Master Plan, the goal for intersections to operate at LOS D (36 to 55 seconds) or better during peak hour, meaning that for the majority of time, a vehicle will get through the intersection on one green cycle.

Commissioner asked if Mr. Meinhart agreed with Ms. Morgan's comments regarding recommending the tight diamond configuration. Mr. Meinhart said it would be difficult to determine whether the accident she was referring to was tied to a particular intersection design. It is true that out-of-state drivers may not always stop where they are supposed to when the lights change.

In response to a Commissioner question, Mr. Meinhart explained that the City uses LOS D as its goal, as this is standard throughout the country. There are enormous costs involved with getting intersections to LOS of C or better.

Commissioner commented that based on the highway capacity manual, LOS E is considered capacity. The recommended practice is to go with LOS C or D to allow for expansion of traffic.

In response to a Commissioner question, Mr. Meinhart stated that he was not able to state which highway capacity manual the LOS table in the presentation is based upon.

Commissioner asked whether there are safety differences between tight diamonds and SPUIs. Mr. Meinhart stated that based on interactions with ADOT consultants and employees, he has not seen any information that indicates a significant difference in safety levels.

Mr. Meinhart reviewed schematics developed by ADOT's consultant to look at options at various interchanges. For Frank Lloyd Wright/Loop 101, staff recommends conversion to a tight diamond interchange. The proposal is to add additional through lane capacity northbound and southbound with dedicated right turns southbound and northbound, which do not currently exist. This is in an effort to separate out southbound through traffic from southbound to eastbound left turns. The bridge deck of the freeway must be wider and this will affect the location of the two left-turn bays for northbound to westbound.

Modifying Frank Lloyd Wright to the tight diamond significantly changes the configuration within the interchange. By managing the lane widths to City standards, they are able to fit the configuration with only a small additional right-of-way. Pedestrian crossings are more coordinated. Consultants looked at the two options, with a traffic analysis of LOS future conditions (2040) for morning and evening. The existing layout produces LOS in the morning at E and evening at F, modified single point produces LOS of D in the morning and evening (cost of \$2.5 million) and tight diamond produces an LOS of C in the morning and evening (cost of

\$3.9 million). Time to build is equivalent for both. Freeway modifications would be coordinated in conjunction with the freeway widening. Staff recommends the tight diamond.

Commissioner asked for statistics on the 2019 LOS under existing conditions. Mr. Meinhart stated he would have to follow up, however he believes current LOS ranges from D to E.

Commissioner requested that Mr. Meinhart provide the data to the Commission and to the public for a comparison over the last five years under the existing layout. Mr. Meinhart clarified that the department does not track these interchanges on a yearly basis for LOS. The only information readily available are statistics on current conditions.

Commissioner commented that 2020 presents a new normal in terms of transportation and traffic conditions. It is unknown whether this new normal will ever revert to the old normal. There is a current push towards less dependence on oil-based vehicles, less ownership of vehicles and more trending toward gig economy-type services. As such, he wonders about the accuracy of the 2040 LOS projections. Mr. Meinhart said the projection is based on MAG's 2040 travel demand forecast, which may or may not come to fruition. If there is less traffic, obviously LOS could increase. It is doubtful that they will increase over the forecast. Twenty-year horizons are not unusual for determining projects.

Commissioner commented that cost projections are usually conservative with a 50 percent bump in terms of real end-of-project costs. There are also significant impacts to businesses in the area.

Commissioner inquired as to a cost benefit analysis in terms of real costs, disruption to businesses and analysis of whether or not the modification is truly needed. Mr. Meinhart stated that the department is endeavoring to implement projects that are already approved in the regional plan and part of the CIP. They have not gone into that level of analysis in terms of whether business disruption outweighs the long-term improvements. He noted that he was just handed a prepared table in real-time by a staff member, which indicates the 2019 LOS for this location at D in the morning and E in the evening.

Commissioner asked whether the costs could increase to as high as \$6 million. Mr. Meinhart stated that capital project management staff were asked to take a look at ADOT's estimates. City staff raised the projections provided by ADOT. The estimates for the projects are based on them being stand-alone projects, when in reality, they will be bid with the freeway widening. It is estimated that this will reduce costs overall.

Commissioner commented that there is significant crash history at the tight diamond interchange of Baseline and the I-10. He asked whether there is any data that reflects less crashes at tight diamond interchanges. Mr. Meinhart said the analysis done by ADOT consultants did not suggest a significant difference.

Commissioner stated that there should be a comparison that addresses all the potential benefits, including safety. Commissioner suggested that there may be a need for a future agenda item for ADOT or MAG to present their experience in all aspects, such as LOS and service at a tight diamond interchange versus a SPUI and modified SPUI.

Commissioner referenced the ADOT model, which showed the movements for the tight diamond interchange, specifically the left-turn action off the off ramp or side street going across or under the bridge. He asked about a situation where the light on the discharge side of the crossing of the freeway would be red, yet there is still loading of the intersection with people coming off the

freeway. He asked if the sequencing prevents people from getting stuck in the intersection. Mr. Meinhart said the signals are configured to avoid this occurring. However, sometimes drivers behave badly, which affects the results.

Commissioner commented that the use of the tight diamond appears to result in a great increase in LOS.

Commissioner stated that it would be helpful to have recent comparisons of other projects in terms of the estimated versus actual costs of similar projects. Mr. Meinhart stated that ADOT's estimators do freeway design all over the Valley. ADOT has an extensive database in partnership with MAG in order to manage freeway estimates and costs.

Commissioner commented that site constraints typically limit the design chosen for intersections and interchanges. Safety concerns are comparable between tight diamond and SPUI. The increased LOS will manifest immediately after construction.

Vice Chair asked for the reasoning for the original interchange designs. Mr. Meinhart said he is not aware of the entire history of the decisions. The SPUI design was originally proposed to save on right-of-way needs. The frontage roads came later.

Vice Chair inquired as to the value of time saved at an intersection (three seconds to five seconds) in terms of LOS C, D or E and in comparison to the cost. \$3.9 million is reasonable for the cost estimates for approval. If the improvements are made as part of a larger project, the estimate cost per intersection will decrease. Mr. Meinhart surmised that the timeline horizon of 2010 was likely used when this particular interchange was originally constructed.

Vice Chair noted that these are already programmed projects in the ALCP. If the City does not use its 70 percent match, it will have to give the money back.

Commissioner noted that SPUIs were first introduced in the 1980's. At that time, it was the newest and best thing for interchanges. The popularity grew over the years. Scottsdale likely followed suit.

Mr. Meinhart addressed the interchange at Raintree Drive/Loop 101, which is currently a SPUI with frontage roads on three of four corners. The modifications for this interchange and the SPUI alternative are pretty minor. This basically involves adding some dedicated right-turn storage for westbound and northbound, a second right-turn bay southbound to westbound and adding a northbound to eastbound right-turn bay in order to keep two lanes flowing into the northbound frontage road. The modifications will not have much impact for the traveling public during construction.

The tight diamond alternative does create significant change to the intersection. There are additional benefits in terms of easing travel for bikes and pedestrians. Even though the tight diamond is estimated to be less expensive than Frank Lloyd Wright, it is 260 percent more expensive than modified SPUIs. In terms of level of service, there are similar levels of service forecast for 2040 LOS. For a SPUI, LOS in the morning is D and LOS D in the evening. Tight diamond is LOS D in the morning and C in the evening. Based on the fact that the cost difference is so significant with only a small increase in LOS in the evening, shorter construction duration and lesser changes, staff is recommending the three right-turn improvements on three of the four corners.

Chair thanked Mr. Meinhart for the thoughtful presentation.

Mr. Meinhart addressed Shea Boulevard/Loop 101. The current condition averages LOS C in both the morning and evening. The 2040 forecasts shows worsening as volumes increase. In terms of feasibility and budget, the recommendation is to extend the length of the westbound to northbound right turn bay. This will cross an existing driveway that goes into a Circle K and La Quinta hotel. The goal is to get stacking of movement out of the westbound through lane. There is not a second alternative for this proposal. Current volumes show LOS level C in the morning and evening based on modeling. Future modeling shows that LOS will go to level D in the morning and evening. The new proposed right-turn bay extension would mean a LOS C in the morning, stay at LOS D in the evening with an estimated cost of approximately \$300,000, with minimal construction.

Mr. Meinhart concluded the presentation and requested that the Commission consider action to approve the staff recommended options for the tight diamond interchange at Frank Lloyd Wright, minor modifications to the existing interchange at Raintree with three right-turn bay additions and the single right-turn bay addition to the existing interchange at Shea Boulevard.

Vice Chair asked if anything will be done for the left turn lanes at Shea and 101 or whether this will fall under a different project. Mr. Meinhart clarified that the schematic addresses westbound to northbound. When looking at the model for the traffic analysis, the interchange meets the LOS D as it is in 2040. This was an improvement that City staff felt would be beneficial, but not highly impactful. It is a fairly straightforward improvement that can be done quickly with the freeway widening. There was not enough change in LOS in the model between existing and future to warrant blowing up of the intersection, so to speak.

Vice Chair sought clarification that the City is doing something at 92nd and Shea going eastbound, but not at the 101 and Shea going eastbound. Mr. Meinhart confirmed the understanding, noting that the real issues on Shea eastbound are tied to the 90th and 92nd Street signals. They discussed the idea of having a third southbound left turn to eastbound coming off the freeway, however the freeway interchange works reasonably well. There would have been the challenge of addressing what to do with the extra lanes full of cars coming off the ramp. They are still looking a separate Shea Boulevard corridor project with additional analysis to determine what else can be done at 90th Street. There is nothing else that can be done at 92nd Street. It already has dual left turns and right turn bays on every quadrant. This goes back to a concept he presented to the Commission a couple of years ago, which was to potentially leverage any saved Shea life cycle funds towards making the Mountain View corridor a more attractive east/west option for people who do not need to be on Shea Boulevard.

Commissioner thanked Mr. Meinhart for the presentation. He questioned the validity of spending \$4 million on the Frank Lloyd Wright and 101 Freeway. He requested that Commissioners take action on each project individually. He recommended that for the Frank Lloyd Wright Boulevard consideration to a tight diamond interchange, more information be gathered before any action to adopt is taken. He would like to hear from ADOT for confirmation that this is a preferred interchange for this type of scenario by their standards. Mr. Meinhart said that other than slivers of right-of-way that might be necessary for either level of improvement, all of the land is under the ownership of Scottsdale or ADOT. In terms of the interchange modifications, other than the assistance on the conceptual design analysis, all of the funding for the design and construction would be coming from the ALCP identified for Scottsdale. ADOT has no funds programmed for improvements in these interchanges. Commissioner reiterated a desire to hear from ADOT

regarding functionality of tight diamond interchanges at other locations and whether this is right for Frank Lloyd Wright.

Chair asked for clarification that Commissioner is waiting for additional information on item one. He asked whether Commissioner is also unsure about the second project. Commissioner said item two, Raintree and Shea, is okay as is. The amount of financial investment is not as significant. Mr. Meinhart said that in the development of these alternatives, ADOT staff from various groups, including safety operations, maintenance operations and planning group have all been part of the review process and all provided feedback. For Frank Lloyd Wright, they indicated that they were okay with either option.

Chair agreed with the approach of voting on each item individually.

Commissioner addressed LOS for Frank Lloyd Wright and 101 and the corresponding saving of time up to 30 seconds. It is important that this not be examined as a time savings for one individual, but at the total traffic through the interchange over the years, which will include millions of individual vehicles. This represents a very significant time change. A \$4 million investment for a 20-year benefit is miniscule. He noted Mr. Meinhart's comments that this is part of a larger project to include freeway widening. In that context, it makes sense to approve the project.

COMMISSIONER ETEL MOVED TO APPROVE THE PROPOSED MODIFICATIONS TO THE RAIN TREE/LOOP 101 AND SHEA BOULEVARD/LOOP 101 INTERCHANGES.

Chair noted that there are more pending comments he would like to have on the record prior to a motion.

Commissioner Ertel withdrew his motion.

Commissioner referenced the Frank Lloyd Wright tight diamond interchange and asked whether any stakeholder outreach has been done for businesses in the area in terms of the potential changes. Commissioner also asked what the timeline is for such outreach, if the project is approved. Mr. Meinhart said ADOT is planning outreach coordination, which will be primarily virtual in nature. The current stage is at design concept report. This includes identification of issues and preferred alternatives. Alternatives can be modified further into the design and public outreach process. The City will be coordinating and participating with ADOT.

Commissioner suggested that if they continue with the tight diamond configuration, the department should reach out to the Economic Development Department to see what kind of joint stakeholder efforts can take place to help businesses. Mr. Meinhart said that based on feedback from the designers and estimated construction timelines, the two options at Frank Lloyd Wright are very similar in the amount of time to construct. The effect on adjacent business is not tied to what is being built but in how long it takes to build. The project will include modifications of existing sidewalks. There is a goal to tighten the travel lanes on Frank Lloyd Wright to be consistent with current design standards, which are 11 feet. This allows the project to keep all modifications within a few feet of the existing sidewalk.

Commissioner shared concern for onsite businesses. However, in terms of the intersection, the business were built with the idea that access to the business via the intersection is futile. For example, for Smashburger, on the north side of westbound Frank Lloyd Wright, there is a stop light farther to the east that gets customers in and out. On the south side of Frank Lloyd Wright, there are a number of access points into the shopping center.

Vice Chair asked for clarification that the City would not want to do a SPUI in one location and a tight diamond in another, as they are so close together, but would want to have the same configuration in both locations. Mr. Meinhart stated that doing both at the same configuration would be contingent upon the value received. There was not enough change in operational change at Raintree to recommend conversion to tight diamond. The plan accomplishes a level of improvement at a low cost of \$800,000.

COMMISSIONER ERTEL MOVED TO ENDORSE THE PROPOSED MODIFICATIONS TO RAINTREE AND SHEA INTERSECTIONS, AS PRESENTED BY THE TRANSPORTATION DEPARTMENT.

Commissioner commented that the motion should include language that they approve staff's recommendation for the intersections. Commissioner Ertel modified the motion.

COMMISSIONER ERTEL MOVED TO APPROVE THE RECOMMENDATIONS PRESENTED BY STAFF FOR THE RAINTREE AND SHEA INTERCHANGES AS PRESENTED. COMMISSIONER ANDERSON SECONDED THE MOTION.

Discussion:

Commissioner suggested using staff's recommended language for the motion.

COMMISSIONER LALL MADE A MOTION TO AMEND THE MOTION TO USE THE LANGUAGE PRESENTED BY STAFF FOR THE MOTION.

Discussion:

Commissioner commented that this would be repeating what was done in the last meeting, which is to second a motion and then change it.

Commissioner commented that they are free to change a motion before it is voted on.

Chair requested that Commissioner Ertel withdraw the motion.

Commissioner Ertel withdrew the motion.

Commissioner commented that according to Robert's Rules of Order, if there is a motion and it has been seconded, you cannot withdraw it. There must be a vote on the motion.

Commissioner Ertel agreed that the correct method is to amend the motion with the language suggested by Commissioner Lall.

Chair asked Mr. Ertel to amend the motion.

COMMISSIONER ERTEL AMENDED THE MOTION TO WITHDRAW THE MODIFICATION OF FRANK LLOYD WRIGHT BOULEVARD. COMMISSIONER ANDERSON SECONDED THE MOTION.

Commissioner commented that Commissioner Lall presented an amendment to the motion to revise the wording. As such, they are required to get a second and vote on the amendment, followed by a vote on the amended motion.

Chair summarized that there was an original motion by Commissioner Ertel. There was a second by Commissioner Anderson. Before the vote, Commissioner Lall proposed an amendment to the motion. Commissioner Lall stated that the only requirement would be to ask Commissioner Ertel if he approves the amendment. Commissioner Ertel stated that he just made the amendment. He clarified that his motion was to approve the Raintree and Shea Boulevard modifications as proposed by the Transportation Department. He was then asked by Commissioner Lall to amend the motion to exclude an element that was not included in the motion. Commissioner Ertel suggested that everyone vote no on his motion and allow Commissioner Lall to make whatever motion he prefers. Chair stated that there is a motion before the Commission that needs to be voted on. Commissioner Ertel reiterated his suggestion to vote it down to allow Commissioner Lall to word the motion according to his preference.

Brian Hancock stated that there was a motion and a second with an amended motion. The first vote would be on the amendment. If the amended passes, this then becomes the motion. The first motion then dies, because the amended motion passes.

THE PROPOSED AMENDMENT DIED FOR LACK OF A SECOND.

The original motion was read into the record by the Reporter for clarification:

COMMISSIONER ERTEL MOVED TO APPROVE THE RECOMMENDATIONS PRESENTED BY STAFF FOR THE RAINTREE AND SHEA INTERCHANGES AS PRESENTED. COMMISSIONER ANDERSON SECONDED THE MOTION.

Chair said he was comfortable with the language and asked for Commission input. Vice Chair said the discrepancy is that staff's recommendation was to approve all three. Commissioner Ertel's motion is to approve only Raintree and Shea. Commissioner Lall reiterated the recommendation to use staff's language in the motion, but exclude reference to Frank Lloyd Wright. Vice Chair stated that there is clarity between what staff recommended and what Commissioner Ertel moved in his motion and she is comfortable with that clarity. Chair agreed that Commissioner's Ertel's motion language is appropriate and he is comfortable moving forward with it.

The Commission proceeded to vote on the original motion made by Commissioner Ertel.

THE ORIGINAL MOTION CARRIED 7-0 WITH CHAIR GRAHAM, VICE CHAIR IACOVO AND COMMISSIONERS ANDERSON, ERTEL, KUZEL, LALL AND MILLER VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

Chair welcomed further discussion on the changes to Frank Lloyd Wright. There was no further discussion.

VICE CHAIR IACOVO MOVED TO APPROVE THE RECOMMENDED OPTIONS FOR MODIFYING THE FRANK LLOYD WRIGHT BOULEVARD INTERCHANGE THROUGH THE ARTERIAL LIFE CYCLE PROGRAM AS PRESENTED BY CITY STAFF. COMMISSIONER LALL SECONDED THE MOTION, WHICH CARRIED 4-3 WITH VICE CHAIR IACOVO, COMMISSIONERS ERTEL, LALL AND MILLER VOTING IN THE AFFIRMATIVE; CHAIR GRAHAM, COMMISSIONERS ANDERSON AND KUZEL DISSENTING.

Chair thanked Mr. Meinhart and staff for their extensive work.

7. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

Mark Melnychenko, Transportation & Streets Director, thanked the Commission for the important votes over the course of the last meetings on the Transportation Master Plan and today's votes on the freeway interchanges as well as the valuable input provide by the Commission. He reported that trolley service resumed on August 3rd, having been suspended in March due to COVID. Current hours are temporary, from 6:00 a.m. to 7:00 p.m. on weekdays only. In addition, service in Old Town remains suspended. There were previous questions from Commissioner Lall regarding COVID safety and social distancing protocol. Protocols include wearing of masks in vehicles. There is rear-door entry and exit and limited capacity of 50 percent. The trolleys are cleaned twice daily.

Commissioner clarified that the question was related to the public comment regarding having some seats blocked off in trolleys to enforce the 50 percent capacity. Ratna Korepella, Principal Transit Planner confirmed the City has requested the contractor block some seats at this time.

Mr. Melnychenko addressed a large-scale paving project aligning with the Transportation Master Plan amendment voted on last month. The project encompasses 60th Street to Scottsdale Road. A number of crosswalks are being modified. As an example, the Marshall Way crosswalk has had pavers within the crosswalk, constructed years ago. These have been removed. The plan is to install a stamped and painted crosswalk for all four crossings. It would provide consistent design with the Downtown area. They are also making utility manhole adjustments. The project, including a mill and overlay to include grinding off the top portion of the paving with subsequently repaving, is expected to be completed on October 3rd. Much of the activity has already begun.

There are a number of other active transportation projects in the central city area, including Osborn Road complete streets project, which is at 60 percent design. There is a also a MAG design assistance project on 70th Street, which will provide improvements to active transportation, including bike, pedestrian and safe crossings.

Also in conjunction with MAG partners, the Old Town Bike Master Plan is underway. The project is funded through MAG. Goals of the master plan include identification of gaps in the bicycle infrastructure within Old Town. They are also identifying opportunities to improve and make connections to businesses, residents and other land uses Downtown. A major goal of the City is to increase active transportation to promote health and economic development benefits. For all projects, staff takes a comprehensive look at all projects to address how all users of the street can be accommodated safely.

A visioning workshop included key departments of the City to provide feedback on the Downtown area. The workshop resulted in an important takeaway: "There is a challenge on the streets. You really have to know the area to bike in Old Town." With this in mind, the goal is to provide a stronger, well-connected network. Next steps for the Old Town Bike Master Plan include virtual open house meetings in the fall. The City is working with a consultant to prepare for these. The plan is expected to be complete in March of 2021.

The central city also includes the E-Scooter program. Due to COVID and the existing environment, there is a minimal amount of scooters on the streets at this time. Discussions will begin with Bird and possibly other vendors. Prior to this time, staff will be looking at scooter and related device regulations for any needed modifications. The scooter program has been situated in the City Manager's Office, but will be moved to the Transportation Department.

In terms of COVID, while the number of crashes have decreased, crash frequency and injury rates have increased. With traffic volumes decreasing, the City is seeing a 60 percent increase in speed violations.

Mr. Melnychenko stated that Mr. Meinhart had other staff have developed and submitted an important grant to MAG partners to pave a number of dirt roads in the norther portions of the City. Selected roads are part of the grant process submitted to MAG. The grant request is for three miles of low volume residential roads in the north. Currently, unpaved roads receive dust palliative treatment twice a year. The construction estimate is approximately \$4 million for FY 22/23. If the grant is successful, Scottsdale will receive up to \$3.86 million, covering approximately 94.3 percent of construction.

There are a number of upcoming items on the City Council agenda.

These include:

- IGA between Scottsdale and Phoenix for regional transit
- Adoption of a resolution to authorize eight amendments to the Transportation Master Plan
- Three open Transportation Commission nominations
- One Paths & Trails Committee nomination
- Proposed consent (third amendment to the regional public transit intergovernmental agreement)

10. PUBLIC COMMENT

There were no public comments.

11. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

Commissioners requested a summary of Robert's Rules of Order procedures.

Chair expressed appreciation for everyone's participation.

In response Chair's question, Mr. Melnychenko stated his understanding that new Commission members would be seated by the October meeting.

Chair noted that this is his last meeting on the Commission and that he has enjoyed serving with everyone. He thanked City staff for their time and service. Commissioners thanked Chair for his service.

Commissioner Ertel also thanked everyone for their time and dedication, noting that this was his last meeting. Commissioners thanked him for his service.

Anne Harrison, Staff Representative, stated that in looking at City Council agenda items, for October 20th, they note they will be approving the three Transportation Commission members, however, the Transportation Commission meeting falls on the 15th. As such, they will all need to participate in the following meeting.

12. ADJOURNMENT

With no further business to discuss, being duly moved by Commissioner Ertel and seconded by Commissioner Lall, the meeting adjourned at 8:10 p.m.

AYES: Chair Graham, Vice Chair Iacovo, Commissioners Anderson, Ertel, Lall, Kuzel and Miller.

NAYS: None

SUBMITTED BY:

eScribers, LLC

***Note: These are summary action meeting minutes only. A complete copy of the audio/video recording is available at <http://www.scottsdaleaz.gov/boards/transp.asp>**